

Today's
Advertisements.

TWO NIGHTS ONLY.

BLONDIN

TO-NIGHT.

PARADE GROUND at 9 o'clock.

COLLECTION ON THE GROUND.
Reserved Chairs, 50 cents.
Hongkong, 26th November, 1897. [1761]

VICTORIA PRECEPTORY.

A REGULAR MEETING OF THE VICTORIA PRECEPTORY will be held in the FRANKMANS' HALL, Zeland Street, TONIGHT, the 26th inst., at 8.30 for 9 p.m. precisely. Visiting Sir Knights are cordially invited to attend.

HONGKONG RIFLE ASSOCIATION.

A SPOON COMPETITION will take place TOMORROW (SATURDAY), the 27th November, commencing at 2.30 P.M. RANGES 200 and 300 yards. Entrance 30 cents. Members of the Association who have not paid their subscriptions for this year are requested to do so early.

A. CHATHAM, Hon. Sec.

Hongkong, 26th November, 1897. [1764]



GOVERNMENT NOTIFICATION.

IT is hereby notified that the portion of BONGHAM STRAND between the HARBOUR OFFICE and QUEEN'S ROAD WEST will be CLOSED to WHARF TRAFFIC from MONDAY, November 29th, until further notice, while alterations to the wharves are in progress.

By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 26th November, 1897. [1763]

TO LET.

FOR IMMEDIATE OCCUPATION ON MODERATE RENTAL.

No. 8, BONGHAM ROAD—NULIAN SIM.

A COMMODIOUS DWELLING HOUSE, overlooking the Harbour, with 8 Rooms, Out-houses and Garden.

Apply on the Premises or to Messrs. DAVID SASSOON, SONS & CO., Hongkong, 26th November, 1897. [1774]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAMSHIP CALCUTTA (DIRECT).

THE Company's Steamship.

"MORAVIA," Captain E. Meconi, will be despatched as above on WEDNESDAY, the 1st December, at Daylight, and not as previously notified.

SANDER & Co., Agents.

Hongkong, 26th November, 1897. [1778]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI AND KOBE.

THE Steamship

"VINDOBONA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at the risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent to the Underwriter.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 2nd December will be subject to rent.

Bills of Lading will be countersigned by SANDER & Co., Agents.

Hongkong, 26th November, 1897. [1774]

FROM CALCUTTA, PENANG AND SINGAPORE.

NOTICE TO CONSIGNEES.

THE Steamship

"LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 30th instant will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wharves and PENANG.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, 26th November, 1897. [1775]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to advertisements, notices, or other matters, should be sent to the Editor, "The Hongkong Telegraph," and not to the Editor.

Letters on editorial matters to be sent to "The Editor" and not to the Editor.

Communications intended for publication are requested to be sent to the Editor, "The Hongkong Telegraph," and not to the Editor.

Within the column of the Hongkong Telegraph will appear the names of the contributors, and the names of the contributors will be published in the Hongkong Telegraph.

The Hongkong Telegraph will not be responsible for the loss of letters or for the loss of money.

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Intimations.

DAKIN, CRICKSHANK & COMPANY, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRICKSHANK & Co's WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MAGAZINES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [1766]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE & SPIRITS.

ALL these are selected by our London House, bottled direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY—Excellent Dinner and After Dinner Wines of very superior Vintage. All are true Xeres Wines.

CLARET—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with Cheap Wines.

BRANDY—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY—All our Whisky is of excellent quality and of greater age than most brands in the market. THE SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Colony.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 26th October, 1897. [1766]

MARRIAGE.

At St. George's Church, Penang, on the 6th instant, by the Rev. H. C. Hombam, Acting Colonial Chaplain, HENRY SUTTER ATKINSON to FLORENCE CREAL; eldest daughter of Thomas Hayward, Esq., of Birmingham.

The Hongkong Telegraph

HONGKONG, FRIDAY, NOVEMBER 26, 1897.

THE POST OFFICE.

By Tuesday's mail we received papers bearing printed addresses, in large type, —

The Superintendent Eastern Extension Telegraph Company Hongkong

and in still larger and clearer print —

The Superintendent Eastern Extension Australasia and China Telegraph Company Limited Macao

near Hongkong.

Of course, it is our own fault for calling our paper *Telegraph*; we ought to have selected a name which could not possibly be mistaken for anything else, even by a Hongkong Post Office clerk. But how is such a selection to be made, when the ingenious idiot even mistakes "Macao" for "Podder's Hill," and possibly sends our legitimate belongings to Lappa? It is by the merest chance that we noticed the mistake; sorting mails is no part of our business, and as we get by every day's mails, on an average, 600 to 800 columns of newspapers taking all sizes together, and have to wade through the lot somehow or other within the allotted space of 24 hours to the day, under a cruel tyrannical law which refuses to give us an extra 48 hours per day however sorely we need it, say on some dreadful day when mails come from every place at once — under these circumstances, it is perforce our usual practice to rip off all the newspaper covers at what seems quite a savagely rapid rate, and say, "Oh, you really busy!" Nine times out of ten, the newspapers are unwrapped or envelopes opened by an office boy of the plain or unfilled species, and he devotes more attention to cutting off the various postage stamps for sale or barter, than to the accuracy of the address or the legality of our claim to the consignment referred to our account by the CROONER, LACONIS and ATROCIOUS of the H.K.G.P.O. Thus, it may well be that we may have got hundreds of Mr. von DER PRONOTAY or Mr. BUCKLAND's papers and never noticed. Letters are easier to detect, because we have to look what name is on the cover, instead of shunting them

all on the shoulders of the scissors and paste manipulator without question. We simply cannot undertake to do the sorting that should be done by the Post Office. If there are not enough men in the Post Office, there would be much more sense in spending a little extra money out of the Colony's revenue to get an extra man or two, than in increasing the pay of those already in the service for reasons which are no reasons at all for Government employees any more than for us who work for our living.

However, if we blame where blame is due, we also praise where praise is due; and we recently came across a case greatly to the credit of the Hongkong Post Office. A post-card addressed to us was put in a letter-box late at night, and was delivered first thing next morning. This was prompt. We know it was posted late, for it was handed to us by the sender first, and we posted it ourselves, taking a note of the time, as a matter of curiosity. The moral is that when anything is wanted to be delivered promptly and correctly by the Post Office, it should be first handed to the addressee by the sender, and duly perused before being posted. It may be a little extra trouble to do this, but trouble is nothing if it ensures certainty. In the absence of this thoughtful little precaution, letters are apt to get adrift, for this is an uncertain world and the Postmaster General is not to blame for the way the world was created. A lady recently posted several invitations for afternoon tea, four or five days ahead, and some of them reached their destinations three weeks later — each with the request "R.S.V.P." The guests hastened to R.S.V.P. of course! But with all their faults, the Chinese and other coolies in the Post Office are not as bad as some in Japan. A foreign consul in one of the Japan ports sent out invitations some time ago, for the annual national festival of his country, and was surprised and offended to find that a very large proportion of the invitations were totally ignored. It was an insult to his nation. Afterwards it was learned that the jovial Japanese had found the delivery of so many trifling notes too tedious, and to save themselves the trouble they had simply along the bundle into the harbour, where the chits were picked up in twos and threes and dozens and scores for weeks later. We have just received a letter from a distant correspondent, telling a tale of woe and plaintively appealing to us "Do you know any surer method of communication than the Post Office?" Wearily and mournfully, we are compelled to reply with a piteous negative. We know nothing in the world safer than the Post, and it speaks badly for the world!

TELEGRAMS.

REUTER'S MESSAGES.

GERMANY AND CHINA.

It is reported that Prince Henry of Prussia will command the squadron ordered to China.

EQUATORIAL AFRICA—ATTACK ON THE BRITISH.

Some malicious Soudanese, aided by Mahomedan brigands, have attacked Major MacDonald's force at Uroga and were repulsed only after several hours fighting with a loss of one hundred. The British lost sixteen killed, including Lieut Fielding and Major Thurston. The news is regarded as very serious. A Sikh force from Mombasa is hastening to the support of Major MacDonald and the *Thorn* and *Phoenix* are guarding the coast. Later news states that Uganda is quiet, the garrison having yielded their arms.

JAPANESE TELEGRAMS.

["Kobe Chronicle" Trans.]

NAAGASAKI, November 25th.

The *Hyō* a Chinese man-of-war, with a party of Chinese officers for inspection of the Army manœuvres in Kyushu, arrived at Nagasaki on the 13th inst.

A telegram received by the Government to-day states that martial law has been proclaimed for thirty days in certain parts of Brazil, including the capital.

MATRYAMA (Iyo), November 25th.

Judgment in the *Owari-Sanko* collision case was given to-day. The captain of the *Sanko-maru* was ordered to pay a fine of 100 yen for not having a light and a violation of the Navigation Regulations and the captain of the *Owari-maru* was exonerated from blame.

HAKATA, November 25th.

The press representatives sent to report on the military manœuvres in Kyushu were last night summoned to the office of the Commander-in-Chief, and informed that no report must be published before the manœuvres are over. The publication of the plan of operations is also prohibited.

TOKYO, November 26th.

The plenipotentiaries for Japan and Austria-Hungary will have a final meeting on the 25th inst., when it is expected that the new Treaty will be signed. The ratification will be delayed for some time, as the Treaty has first to be laid before the Austro-Hungarian Parliament.

It is reported that the Government has decided to reject the protest of the foreign holders of mortgage rights against the reclamation at Nagasaki (without compensation being offered) and the decision is said to have been communicated to the foreign representatives.

The battleship *Fuji*, with the Minister for the Navy and other high officers, is to proceed to Tatyama Bay to-morrow morning. She will be docked at Yokosuka for examination on the 24th inst.

Count Iwano is so far convalescent that he is expected to leave hospital in a few days.

MATRYAMA, November 25th.

The captain of the *Sanko-maru* was ordered to pay a fine of 100 yen for responsibility for the collision with the *Owari-maru*, has appealed against the decision.

SEANOWA, November 26th.

The market here for grey shillings has declined heavily, quotations having fallen to the level of No. 18's current rates.

There is considerable monetary stringency here, and great caution is being exercised in financial transactions.

CITY, November 25th.

Eruptive typhus has broken out in Mishi Kinsaki district, and 40 cases are reported from Mishi-kura.

TOKYO, November 25th.

A telegram has been received by the Government, stating that the Foreign Minister for Portugal has resigned, and that Mr. Gomes (?) has been appointed.

The representatives of five or six journals in Tokio held a conference to-day with a view to organizing an anti-Government Union.

The *Chang Shing Shing* publishes a Manchester dispatch to the effect that the yarn market is much depressed, and two or three mills have suspended work. A proposal has been made to reduce the wages of operatives by 5 per cent., to which the workpeople have expressed strong opposition.

LOCAL AND GENERAL.

The buying rate for sovereigns is \$10.33 per £1.

The English mail is due here to-morrow morning.

A SPOON competition under the auspices of the Hongkong Rifle Association will take place at 2.30 p.m. to-morrow. Ranges, 200 and 300 yards.

After a passage of nine days from Hongkong, the steamer *Glenam* has arrived at Shanghai.

The long passage was beginning to cause some fears as to the vessel's safety.

A SPECIAL session of H. M. Justices of the Peace will be held at the Magistrate's court to-morrow to consider an application by Hock Goon to sell and retail intoxicating liquor at the Grand Hotel.

We would remind our readers of the open-air (etc on the grounds of the Government House to-morrow afternoon and evening in aid of the winter relief amongst the poor in the east end of London.

The *Peking and Tientsin Times* of the 13th instant gives currency to a rumour that a Russian Mining School is to be built in the spring on a piece of ground, the property of Mr. A. D. Starostin, just outside the Mud Wall, near Race Course Road.H.M.S. *Humber* is now en route from Nagasaki to Hongkong; the *Phants* is at Fochow; the *Flower* at Singapore; the *Daphne*, *Immortal*, *Nardine* and *Rainbow* at Nagasaki; the *Rapide* is at Yokohama; the *Grafton* at Singapore; and the *Pique* and *Plenty* are at Shanghai.The *Osaka Asahi* reports that a band of about one hundred rebels made a raid on the port of Deorro, Kelao, on the night of the 5th inst., and shot the headman of the port and his assistant, carrying off all the money and portable articles they could find. The gendarmes with the assistance of soldiers chased the rebels.

In consequence of the continued advance in the price of coal it is reported the Mitsui Bussan Kaisha contemplates running steamers to Australia for the purpose of importing coal. The import, it is thought, could be profitably carried on if the steamers entitled to a bounty under the Suez Navigation Encouragement Law can be retained possession of Kiao-chau.

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A CRICKET match between the following club

eleven will be played at 11 a.m. to-morrow on the club ground.—T. N.

Howard, W.Y.R., J. F. A. Hastings, R.N., C. Ryall, W.Y.R., P. G. Davis, R.A., J. F. Noble, L. Gillat, R.N., S. Shipway, R.N., G. D. Campbell, H.K.R., Captain Dyson, A.P.D., Dr. Atkinson, K. W. Moussey, M. D. Wood, W.Y.R., C. W. Gordon, W.Y.R., Rev. G. R. Valling, A. Makherie, E. R. Morris, L. Dewar, R.N., R. F. Lammer, H. S. Moberly, H.K.R., Captain Langhorne, R.A., L. Farris, R.N., F. H. Kew.

We have received from Mr. Girault, of Queen's Road, two quart bottles of Fernand Quenard's "Cuvée Réserve" champagne, 1893 vintage. It is a dry and full flavoured wine, agreeable alike as an after-dinner sip or for slaking one's thirst and raising one's spirits after a hard day's work.

Mr. Girault informs us that this sample is from the first consignment of "Cuvée" that has ever been imported here. We have received just enough to make one "taster" wish for more and he confidently predicts that as the wine merits great popularity it will certainly not be the last consignment.

An unnatural sight in the shape of a sheep with six legs is to be seen in a compound on the French Concession at Tientsin, says the *Times* of that place. To all appearances the animal is a fine specimen of its kind, being fully grown, of a fine fleece, and a grand pair of horns, and is quite docile. The two unnatural limbs are directly in front of its two fore natural ones, being of about the same length, perfectly formed, jointed and hoofed, though not touching the ground, as they protrude from the body a little higher up than the others.The *Osaka Asahi* relates a curious and somewhat incredible story. It says that one of the persons said to be representatives of French capitalists, now in Japan, recently offered to advance the Sanyo Railway Company a loan without security. The Company had no urgent need of money, but inclined to negotiate a loan and so postponed making a call on shareholders in view of the present unfavourable state of the money market. The railway company, however, according to the *Asahi*, entertained some suspicions of the character of the foreigner, as he desired to have 100,000 yen or 15,000 yen in advance for expenses, before the loan was actually concluded, and strongly insisted upon this as a preliminary. The negotiations are said in consequence to have fallen through.

PENNETH' Wharf is at present rendered difficult of access owing to the 'load' just in front of it having been opened up for the purpose of filling in a huge cavern which has formed under it, and is probably the result of a neglected leak in either a stormwater drain or a waterpipe. Whatever the cause, it must have been in operation for some considerable period to have undermined such a large extent of road and we trust that whatever drain or pipe was leaking into it will be properly repaired or things will soon be as usual.

An accident. It is to be hoped that this is not a prelude to the opening of the whole of the streets on the Reclamation through the faulty construction of the new drains, or the ill-considered laying of water and gas mains. This cavern, by the way, was not found full of swags. Let us be thankful for all mercies.

The cruising canoes have now all but disappeared from Hongkong, few of our amateur yachtsmen seeming to take any interest in anything of a smaller size than the costly racing machines of the dimensions laid down by the Yacht Club. This we think is a great mistake, as the larger boats are far and away to, expensive for those of moderate means to indulge in, while the cruising canoes are comparatively cheap and, taken all round, are just as useful as the large boats, and far more comfortable to sail in. We should like to see a separate class for these small fry provided for in the Yacht Club rules, or, failing that, to see a separate club formed where the small boats could be admitted. Doubtless the rules of the Yacht Club are very good rules of their sort but the prohibitive price of the boats must tend to a great extent to keep the strength of the fleet down to a very low point.

A TYPICAL CHINESE "CASE"

Bret Harte skied up the chief characteristics of the Chinese to the life in his world famous poem about a little game of poker in which two white men engaged with a gentleman named Ah Sin. When the Celestial tries to get even with a countryman, if he can't cut his throat or smash his head, he generally takes him to the police court and it requires a mighty stout man to stand up to him in the matter of evidence. One such case came before the Magistrate at the Central to-day. Ng To Fok is a head cooler at the Government Armoury and Chung Sung is one of his subordinates. Both men live in the same quarters, and

(d) When application for registration has been made in Hongkong, before the date of registration in the United Kingdom, the local registration should confer prior right in this colony.

(e) That illustrations and descriptions of trade marks should be published with the notices required to be published in the *Government Gazette*. The letter suggests that the proposition made in my notice as (d) should be submitted to the Attorney-General for consideration on other wise.

It would, I apprehend, require a decision of the Supreme Court before the proposition could be "formally laid down" as correct. I may, however, point out that in *Sebastian's case* on Trade Marks, 2nd Ed., 1884, p. 15, the following passage occurs:—

"Since trade marks are recognised throughout the world, and not merely in the manufacturer's own country, as indicative of his goods, so that the subjects of any country are liable to be deceived by goods bearing an imitation of a trade mark, and any manufacturer is liable to suffer by the forgery of his marks abroad, the right of property in a trade mark is not limited by territorial bounds."

I take it, the Trade Marks Ordinance (No. 1873) was passed, primarily, to enable a person possessed of a trade mark, who wished to take proceedings in Hongkong, to protect his rights, to be able to procure the necessary evidence of his rights by the simple method of local registration. No doubt the Ordinance allowed local registration of local trade marks not registered elsewhere.

But in order to obtain registration here, the applicant must (by Ordinance No. 1895) swear that he is, to the best of his belief, entitled, solely, or jointly with some other person named in the affidavit, to the exclusive use of such Trade Mark. It is difficult to see how such an affidavit can be made by "A" when "B" is the registered owner in England, unless "A" is aware of the facts, and, if the affidavit should be made inadvertently, it would, as it seems to me, constitute a good ground for "cancellation" after registration (under section 8 of the Ordinance); that in point of fact, "B" was duly registered in England prior to the application here, and that, therefore, "A" was not entitled to the exclusive use of such trade mark, and his affidavit was made in error, or was false.

Registration here is therefore only *prima facie* evidence of right to the trade mark, and the evidence of a prior subsisting registration in England would appear to me to be admissible to defeat the *prima facie* proof of the local register.

As regards the proposition (b), though not specifically submitted to me, I may say, it appears to me sound.

As regards (c) the question of requiring illustrations of the trade marks of which registration is asked to be published in the *Gazette* with the notice, this was considered in 1895 when Ordinance No. 1895 was passed. It was thought that the evidence of a prior subsisting registration in England would appear to me to be admissible to defeat the *prima facie* proof of the local register.

(Sd.) W. M. GOODMAN.

Hongkong General Chamber of Commerce, Hongkong, 19th October, 1897.

Sir,—I have the honour to acknowledge receipt of your letter of 14th inst. in continuation of correspondence on the registration of trade marks, and forwarding copy of a minute by the Attorney-General on the subject.

My committee have carefully perused the Attorney-General's minute, and are glad to find that he is in substantial agreement with the Chamber except with regard to the publication of illustrations of the trade marks registered, which he says should be sent from England. I suggest that, in such cases, a clear description of the trade mark itself should be given in the notices in lieu of an engraving. I have the honour to be, Sir, your most obedient servant, R. CHATTERTON WILCOX, Secretary.

To Hon. J. H. Stewart Lockhart, Colonial Secretary.

Hongkong General Chamber of Commerce, Hongkong, 21st October, 1897.

Sir,—In view of the recent wreck of the British steamer *Arcturion* on the Straits on the uncharted rock, and the fact that there is reason to believe that many unknown pinnacle rocks exist on the coast of China, I am instructed by my Committee to bring to the notice of Commodore Holland the fact that this Chamber has at its disposal a Fund subscribed in 1888, and now amounting to over \$3,000, established for the purpose of giving rewards to fishermen and others who report to the Authorities the existence of any of these hidden dangers hitherto unknown. It was believed at the time that the Pinnacle Rock Fund was started, that if sufficient inducement were offered, much valuable information might be obtained from the native fishermen on the coast, who may be supposed to be well acquainted with the position of these obstacles to safe navigation. So far, however, little call has been made on the Fund, possibly owing to the existence of such rewards not having been made sufficiently known among the Chinese seafaring population; and to the fact that no vessel of H.M. Navy has been on regular surveying duty on this coast for some years.

My committee therefore desire to suggest to Commodore Holland that Her Majesty's surveying vessels, when engaged in surveying on the coast, might be empowered to offer suitable rewards from this Fund for information of the kind above referred to, and thus carry out the intention with which it was founded.—I have the honour to be, Sir, your most obedient servant, R. CHATTERTON WILCOX, Secretary.

V. A. Lawford, Esq., R.N., Secretary to Commodore Swinton Holland, R.N.

"Tamar" at Hongkong, 25th October, 1897.

Sir,—I have the honour to acknowledge the receipt of your letter of 23rd inst. on the subject of rewards to fishermen, &c., regarding the existence of uncharted rocks and dangers on the China coast, and to inform you that the Commodore has forwarded the same for the information of Sir Alexander Butler, K.C.B., Commander-in-Chief.

2.—H.M.S. *Phaon* has been directed to make a survey of the harbour of Swatow on her return from Tamsui, where she is now stationed for a short time, and instructions will be given to the officers conducting the survey that application may be made, through the Commodore, when necessary, to the Hongkong Chamber of Commerce for any awards which it may be considered that fishermen or others have deserved for imparting useful information as to the existence of unknown dangers.

3.—A copy of your communication has also been forwarded to the Hydrographer of the Navy so that information may be given of the existence of this fund to any ship which may in the future be employed on surveying work on the

China coast.—I have the honour to be, Sir, your obedient servant, (Signed) VINCENT H. LAWFORD, Secretary to Commodore, R. Chatterton Wilcox, Esq., Secretary, Hongkong General Chamber of Commerce, Hongkong.

Hongkong General Chamber of Commerce, Hongkong, November 24th.

Sir,—I am instructed by my Committee to beg you to convey to the Commodore their thanks for the trouble he has taken in connection with the rewards proposed to be given by this Chamber from the Pinnacle Rock Fund for information leading to the discovery of hidden dangers on the coast of China.

My Committee at the same time desire me to say that their idea of the amount to be awarded in each case is a maximum of \$50 for an important danger and lesser sums in the discretion of the distributor for those of minor importance.

Will you also inform the Commodore that the Consuls and Commissioners of Customs at the various Coast Ports will be asked to issue notices that rewards will be given to those pointing out unknown dangers to Her Majesty's Naval officers.—I have the honour to be, Sir, your obedient servant, R. CHATTERTON WILCOX, Vincent H. Lawford, Esq., R.N., Secretary to Commodore.

Birmingham Chamber of Commerce, Birmingham, 28th December, 1897.

The Secretary, Chamber of Commerce, Hongkong.

Dear Sir,—I beg to acknowledge the receipt of your letter of the 20th of August with enclosure, for which I am obliged.—Yours faithfully, (Signed) W. F. HAYDON, Secretary.

Board of Trade, (Harbour Department), 7, Whitehall Gardens, London, S.W., 20th September, 1897.

Sir,—I am directed by the Board of Trade to acknowledge the receipt of your letter of the 17th ultimo on the subject of the dangers to navigation in the vicinity of the Island of Socotra, with special reference to the recent loss of the *s.s. Aden* on that coast, and, in reply, I am to state, for the information of the Hongkong Chamber of Commerce, that the matter is at present engaging the attention of the Board of Trade.—I am, Sir, your obedient servant, (Signed) F. H. W. PRICHARD, The Chairman, General Chamber of Commerce Hongkong.

The London Chamber of Commerce, Bishopsgate, London, E.C., 19th September, 1897.

Dar Sir,—I am in receipt of your favour of the 20th August last, which I will lay before the East India and China Trade Section of this Chamber at its next meeting.

The subject referred to in your letter to the President of the Board of Trade—Pavils of navigation in the vicinity of Socotra—was under the title of the better lighting of the Southern portion of the Red Sea dealt with by the Section at its last meeting, and I send you herewith for your information copy of a letter addressed by this Chamber on behalf of the Section to the Secretary of State for Foreign Affairs together with a copy of his reply thereto.—I am, dear Sir, yours faithfully, (Signed) KENNEDY B. MURRAY, Secretary.

The Secretary, Hongkong Chamber of Commerce, Hongkong.

London Chamber of Commerce, Bishopsgate, London, E.C., 27th July, 1897.

My Lord,—I am directed to inform you that the East India and China Trade Section of this Chamber at its last meeting had under consideration the question of the inadequate supply of lights in the Southern portion of the Red Sea. I enclose herewith for your Lordship's consideration copy of a letter received by this Chamber from the Bengal Chamber of Commerce, Calcutta, together with copy of a letter addressed by that Chamber to the Secretary of the Government of Bengal on this subject.

I am directed by the East India and China Trade Section to say that they endorse the views set forth in the communication of the Calcutta Chamber, and express the hope that this important matter will receive the careful and sympathetic attention of H.M. Government and that their influence will be exerted to obtain the desired object and thus provide for the safety of the very large amount of British Shipping which passes continually through the Suez Canal and the Red Sea.

I understand that the Board of Trade have recently taken some action in connection with the matter and that the same is now receiving their most careful consideration with a view to a satisfactory solution of the difficulty being arrived at.—I am, my Lord, yours faithfully, (Signed) KENNEDY B. MURRAY, Secretary.

The Most Noble The Marquis of Salisbury, K.G., Foreign Office.

Bengal Chamber of Commerce, Royal Exchange Buildings, Calcutta, 19th May, 1897.

From W. Parsons, Esq., Secretary.

To the Secretary to the Government of Bengal, Calcutta.

Sir,—I am directed by the Committee to address you with reference to the urgent necessity which has long existed for additional lightships in the lower portion of the Red Sea. The subject is by no means a new one as the want has been long acknowledged, and forcible attention has been drawn to it from time to time whenever a casualty has occurred. The Committee understand that a short time ago the British Ambassador at Constantinople issued a circular to the representatives of the Great Powers inviting their co-operation in a joint representation to Turkey pressing for authority to construct lightships in the straits referred to. The Committee are without information as to whether any results of a practical nature have followed from this circular, but they venture, respectfully, to submit that it is almost impossible to overstate the necessity for some speedy action being taken in the interests of the yearly increasing amount of Shipping which finds its way through the Red Sea to India, China, and Australia. The course pursued by vessels either wayward or onwards through the Red Sea is without doubt one of the most dangerous in the world, and for nearly one hundred miles there are no lights whatever for the guidance of mariners. The Committee feel that it is not necessary to enter into any detail as to the manifold dangers of the straits as these must be accurately known to the Marine Authorities.

2.—The matter is assuming additional importance at the present time owing to the approaching renewal of the F.O. Mail contract, which provides for a considerable increase in speed and consequently tends to increase the risk which is already run by the steamers owing to the absence of lights. The upper portion of the Red Sea where the course pursued by vessels runs close to the Egyptian coast is already fairly

well provided with lights, and the Committee are unable to realize that any substantial difficulties can possibly lie in the way of treating the southern portion of the Red Sea with its 200 miles of shoals and islands in a similar manner.

In any case the matter is one which appears to call for prompt and decided action on the part of the British Government, as the great majority of vessels passing through these waters carry the British Flag. The Committee therefore direct me to request that the Government of Bengal, after giving the matter due consideration, may move the Government of India to ask the Secretary of State to take such steps as may be considered desirable with a view to establishing a complete system of lightships in the southern portion of the Red Sea.—I have the honour to be, Sir, your most obedient servant, (Signed) W. PARSONS, Foreign Office, August 4th, 1897.

Sir, In reply to your letter of the 27th ult. with regard to the inadequate supply of lights in the Southern part of the Red Sea I am directed by the Marquis of Salisbury to state to you for the information of the London Chamber of Commerce that the matter has been receiving the most careful attention of Her Majesty's Government.

Funds have already been accumulated by the Egyptian Government for the construction of new lightships in the Red Sea. It has not as yet been found possible to come to any arrangement for the erection of these lightships, which would be situated on Ottoman territory, on the Eastern side of the Red Sea, and the question of employing lightships is being considered, one of which would be stationed on the Mocha Shoal.—I am, Sir, your most obedient humble servant, (Signed) GEORGE CURZON.

THE QUESTION OF THE DATING OF BILLS OF LADING.

The General Produce Brokers' Association of London, London, 13th August, 1897.

Sir,—I beg to enclose you copy of letter which this Association has addressed to the Chamber of Shipping of the United Kingdom. The importance of the maintenance of the integrity of a bill of lading is an absolutely necessary condition of all foreign trade, and is largely sold for its credit. It is a bill of lading which, when the matter is brought before your members. The Chamber of Shipping has promised to give all the assistance in their power to carry out the suggestions we have made.

At your convenience I shall be glad to know what the views of your Chamber are on the subject.—I am, yours faithfully, H. W. PRICE, President.

To the President of the Chamber of Commerce, Hongkong.

24, Mark Lane, London, E.C., 21st July, 1897.

Dear Sir,—With reference to our letter to you of the 9th instant, on the subject of bills of lading, I beg to inform you that we have seen the chairman and other members of the Documentary Committee and have explained to them the present unsatisfactory position of bills of lading, and the importance of the maintenance of the integrity of a bill of lading is an absolutely necessary condition of all foreign trade, and is largely sold for its credit. It is a bill of lading which, when the matter is brought before your members. The Chamber of Shipping has promised to give all the assistance in their power to carry out the suggestions we have made.

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THE BURD STREET MURDER CASE.

The four men charged with the gang robbery and murder in Burd Street were again brought up on remand to-day.

Some evidence of Chinese witnesses was taken who deposed that all the prisoners spoke in the Kung Tun dialect, when in his company, and before the robbery. They spoke in low tones and said they had better go at 9 o'clock. Witness corroborated his evidence given on a former occasion and said that what he now swore was true. This was the witness who had let the flat above the shops to some of the prisoners.

Evidence was given by Inspector Duncan as to the property found on the prisoners, and this officer recognised one of the dollars produced found on one of them.

In answer to the usual question before committing the first prisoner said he would make no statement.

The second prisoner said he was a newcomer from the country and did not know the other men.

The third prisoner said he had done nothing of the kind as alleged and asked his Worship to deal with the case.

The fourth man said he had done nothing of the kind. He was subjected to serious identification but was not identified at all. He was identified only because the constable pushed him forward. At one time a witness identified the constables and, therefore, were the thieves. He asked not to be committed for trial as he would die.

At Captain May's suggestion the prisoners were asked if they wished to call witnesses. The first prisoner said he knew no one in Hongkong. The others, except the third, said there were jobs but they did not if they were present.

A witness for the third prisoner said he was his cousin. Witness was a constable employed by the Mandarin at Chinese Kowloon. Prisoner came from the country to find work and became a hawk of olives. He came up to his others brother in Circular Quay to live. Prisoner had acted as constable for witness with the knowledge of his head officer. He asked that enquire be made to show whether the prisoner was a bad man or not. Prisoner came over here to buy goods and the head officer knew it. Witness had spoken to the headman about coming to the magistrate but he told him to wait till the case was decided. He knew of no enemy between the other witnesses and prisoner.

Another witness, a cooper, smith, was called for the third defendant. He stated that he knew the third defendant as being a constable in Kowloon City. The defendant came to his house to sit down on the 16th inst. and before this he had seen him in Kowloon City on the 13th. The four prisoners were committed for trial.

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was sufficiently stipulated for the five per cent. of this total amount to enable him under the circumstances that had occurred to obtain the full payment of the five per cent. In the agreement there was no explicit undertaking either by the Kwong Hop Wo or by the plaintiff, Counsel then read the contract and before doing so he said that it had been before the Court so many times that it was almost a fixture. (Laughter.) After reading it Counsel said that the contractor did not undertake or bind themselves to Tam Chak U to complete or carry out the contract nor did Tam Chak U guarantee it. This was a case in which the defendant got somebody else to guarantee the contract and the agreement between the defendant and plaintiff was simply on the question of remuneration.

judgment was deferred.

NOT A N D A .

CALENDAR.

NOVEMBER.

Announcements.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU	BOMBAY, VIA SINGAPORE (Trans-ship- ping Cargo for Java Port), and COLOMBO	TUESDAY, 30th November, at Noon.
*KINSHU MARU	SEATTLE, WASH., U.S.A. VIA KOBE and YOKOHAMA	THURSDAY, 2nd December, at Noon.
YAMASHIRO MARU	NAGASAKI, KOBE, and YOKO- HAMA	MONDAY, 10th December, at 4 P.M.
YAMAGUCHI MARU	KOBE and YOKOHAMA	THURSDAY, 13th December, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at 207 Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 22nd November, 1897.

Shipping.

STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.
The Steamship
"FALLODON HALL,"
Capt. Wm. Jeffels, will be despatched as above TOMORROW, the 27th instant, at Noon.

To be followed by the
S.S. "FERNFIELD" on or about 5th Dec.
S.S. "YARROWDALE" on or about 15th Dec.
S.S. "HANSEAT" on or about 10th Jan., 1898.
S.S. "LYDERH" on or about 15th Jan., 1898.
S.S. "ORWELL" on or about 15th Feb., 1898.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 16th November, 1897. [1726]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO CALCUTTA (DIRECT).
HE Company's Steamship.

"MORAVIA,"
Capt. E. Macozzi, will be despatched as above TOMORROW, the 27th instant, P.M.
For information as to Passage and Freight apply to
SANDER & Co.,
Agents.

Hongkong, 19th November, 1897. [1718]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, KURATHEE, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, TRIESTE.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, ADRIATIC, and SOUTH AFRICAN PORTS.)
THE Company's Steamship

"VI DOBONA,"
Capt. C. Androvich, will be despatched as above TOMORROW, the 27th instant, P.M.
Cargo will not be received on board after 3 P.M. prior to date of sailing.
For further information as to Passage and Freight, apply to
SANDER & Co.,
Agents.

Hongkong, 19th November, 1897. [1742]

OCEAN STEAMSHIP COMPANY,
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"SARPEON,"
Capt. Grier, will be despatched as above TOMORROW, the 27th instant, at 4 P.M.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th November, 1897. [1721]

"MOGUL" LINE OF STEAMERS.
FOR KOBE AND YOKOHAMA.
THE Steamship

"PORT ADELAIDE,"
Capt. Morgan, will be despatched as above on or about TOMORROW, the 27th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 20th November, 1897. [1746]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAIWANFOO.
THE Company's Steamship

"FORMOSA,"
Capt. Hodgins, will be despatched for the above Ports on SUNDAY, the 28th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.

Hongkong, 25th November, 1897. [1762]

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship

"SUNGKIANG,"
Capt. Dodd, will be despatched as above on TUESDAY, the 30th instant, at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th November, 1897. [1759]

MOGUL-WARRACK-MILBURN LINE.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"CROMARTY,"
to sail about 30th November, 1897.
S.S. "SIRK" to sail about 17th Dec., 1897.
S.S. "PORT ADELAIDE" about 15th Dec., 1897.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 1st November, 1897. [1666]

OCEAN STEAMSHIP COMPANY,
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"ANTENOR,"
Capt. Jackson, will be despatched as above on WEDNESDAY, the 1st December.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 22nd November, 1897. [1722]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TAINANIA, &c.)
THE Steamship

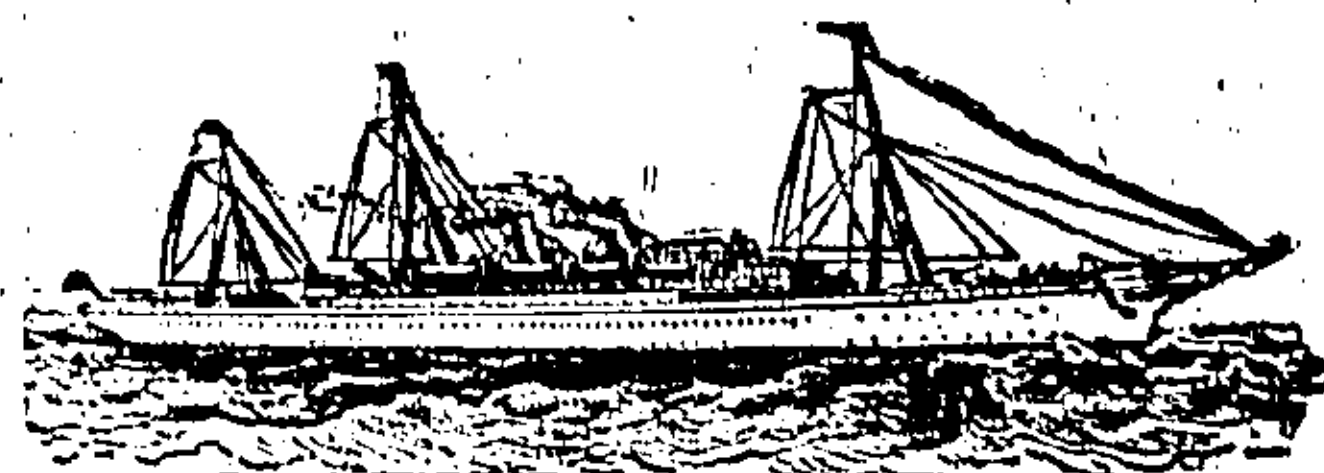
"AIRLIE,"
Capt. Ellis, will be despatched for the above Ports on THURSDAY, the 2nd December, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A duly qualified Surgeon is carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 19th November, 1897. [1739]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 22nd December.
EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R....WEDNESDAY, 19th January.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 16th February.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from the PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Prater's Street. [3]

Hongkong, 1st September, 1897.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belita (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 7th Dec., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 28th Dec., at Noon.

Gaika (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 15th Jan., at Noon.

THE Company's Steamship

"BELGIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU on TUESDAY, the 7th Dec., 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 2nd September, 1897. [172]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTEN'S GENUINE
COMPOSITION RED HAND BRAND,
HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK.

REASONABLE PRICES.
Hongkong, 19th Nov. 1897. [173]

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Victoria 1,347 J. Panten, R.N.R. Nov. 30.
Olympia 2,608 J. J. Truebridge Dec. 21.
Columbia 2,605 J. A. Gow Jan. 11.
Tacoma 2,419 A. Dixon Feb. 1.

ALSO
FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Beaumar 1,601 E. Porter Dec. 14.
Mogul 1,954 W. H. Wright Jan. 4.
Pelican 2,138 A. Gove Dec. 5.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table, DOCTOR and STEWARDNESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 4th November, 1897. [6]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONSTANTINOPLE and AMERICAN PORTS.)

THE Steamship

"GANGES,"
Capt. T. F. Cressy, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 2nd Dec., at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the S.S. Calcutta, leaving that Port on the 25th December for London direct.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, or other Ports for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 19th November, 1897. [5]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK-SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern..... Tuesday... 7th Dec.
Prinz Heinrich..... Tuesday... 4th Jan.
Preussien..... Tuesday... 1st Feb.
Sachsen..... Tuesday... 1st March.

ON TUESDAY, the 7th day of December, 1897, at 4 P.M. the Company's Steamship "BAYERN," Captain E. Prehn, with MAILED PASSENGERS, SPECIE AND CARGO, will leave this Port as above, sailing at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 4th Dec. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 6th Dec. and Parcels will be received at the Agency's Office until Noon on MONDAY, the 6th Dec. Contents of Packages are required. No Parcel Receipts will be signed for less than 45 lbs and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Lanes can be washed on board.

For further Particulars apply to
MILCHERS & Co.,
Agents.
Hongkong, 14th November, 1897. [1703]

Prima 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 74